

CONFIDENTIAL

F10  
330CLASSIFICATION ~~SECRET/CONTROL/US OFFICIALS ONLY~~

COUNTRY Germany ( Soviet Zone)

REPORT NO.

TOPIC Oranienburg Airfield

25X1A

EVALUATION see below

PLACE OBTAINED

25X1A

25X1A

DATE OF CONTENT

DATE OBTAINED

27 December 1950

REFERENCES

25X1A

PAGES 2 ENCLOSURES (NO. &amp; TYPE) 1 - sketch on ditto

REMARKS

RETURN TO CIA  
LIBRARY

SOURCE

25X1X

25X1X

1. Four silvery jet fighters with swept-back wings and high-set elevator assemblies were seen in the northeastern corner of the Oranienburg (N 53/2 67) airfield on 21 and 22 November 1950. About 4 or 5 single-engine low-wing monoplanes with radial engines made local flights between 10 and 11 a.m. on 22 November in slightly hazy weather.

25X1

The planes were not as fast as the conventional fighters. (1) An aperture which was smaller than that on the IL-10, was noticed in the leading edge of the left wing close to the fuselage. (2) The aircraft used the N-S runway.

25X1

2. Scrapped former German aircraft were piled in a yard south of the Oranienburg-Leegebruch (N 53/2 67) road. A lumber yard with large piles of wood was seen at the railroad spur track north of the road. Loading ramps on which large objects, probably cases, were stored, were on both sides of the spur track, south of the road. (3) Between the lumber yard and the ramps was a closed railroad boxcar which was empty and

25X1

25X1

3. Three radio installations were north of the N-S runway:

- a. A radio truck with a rod antenna on top of the right section of the roof, about 800 meters south of the road to Leegebruch and 300 meters east of the runway. (5)
- b. A radio truck in a wooden shed, open in front, and a mast about 8 meters high and braced at three points, was about 600 meters north of the road to Leegebruch, in line with the runway. (6)

25X1

CONFIDENTIAL

CLASSIFICATION ~~SECRET/CONTROL/US OFFICIALS ONLY~~

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

Approved For Release 2002/08/08 : CIA-RDP82-00457R006800290012-0

Next Review Date: 2008

Document No.

No Change in Class. ☐☐ Revised

Class. Changed For TS S C

Auth: 13 78-2

Date: 13 Oct 1978

25X1

~~CONFIDENTIAL~~~~SECRET/CONTROL/US OFFICIALS ONLY~~

2

25X1A

c. A four-masted radio installation about 300 meters south of the road and 200 meters west of the runway. It consisted of a wooden cabin with a rod antenna about 1.5 to 2 meters high on top of the pointed roof and, at its side, the four masts about 6 meters high and braced at two points. The installation was connected with the radio installation mentioned in paragraph "b" by a rubber-covered cable about 2 cm in diameter. (7)

4. Spotlights about 40 cm in diameter and arranged about 200 meters apart were in the extension of the runway toward the north. They beamed their light to the north, were covered with slotted red sheet-metal, and were mounted on poles up to 2 meters high. (8)

5. Five jet fighters with swept-back wings were parked on the landing field on 27 November. Other aircraft of the same type were seen in a hangar, the door of which was partially open. There was no flying between 12:30 and 3:30 p.m.

6. A concrete bunker 3 x 4 x 7 meters and a wooden shed 3 x 4 x 6 meters, occupied by about 8 to 10 Soviet Air Force sentries, were located on the southeastern corner of the field, about 250 meters west of the canal bridge. (9)

About 5 or 6 barracks which were separated from the white town (sic) by a board fence, were northeast of the field. They were occupied by an estimated 500 to 600 air force soldiers. A fuel dump was presumably in the area of an old factory west of the canal and north of the railroad line. Fire-extinguishers hung on the buildings. (10)

7. On 15 jet fighters and two single-engine fighters were seen in front of the hangar. There was little flying with the single-engine fighters.

#### Comments.

- (1) Source drew a sketch which indicates that the aircraft are Yak-11s. The planes are used as trainers.
- (2) Presumably the air intake for the cooling system.
- (3)
- (4) The Gross-Hasslow railroad station belongs to the Wittstock airfield.
- (5) Probably flight control.
- (6) Previously reported. Probably a landing beacon.
- (7) The description indicates that the installation is an Adcock DF station. The rod antenna on top of the cabin roof is typical. The installation, which was previously reported, is probably used for sending. For location sketch of radio installations, see annex.
- (8) The spotlights mark the approach lane for night and bad weather landings.
- (9) The utilization of the bunker is not known.
- (10) The fuel dump was previously reported

1 Annex: 1 - sketch on ditto.

~~CONFIDENTIAL~~